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1. The Tashkent-Chkalov (formerly Orenburg) railway line is approximately 1800 kms in length. It has 11 or 12 "divisions" (uchastki), each about from 160 to 200 kms in extent. The "depot stations" (depovskii stantii) were: Tashkent, Aris, Turkestan, Chilli, Kzyl-Orda, Dzhusaly, Kazalinsk, Aralskoye More, Chelkar, Emba, Kandagach (a new line, the Chapayevsk (Guryev station)-Orsk line, crosses at the Kandagach station, so that a new depot was located at the latter spot), Aktyubinsk, and Chkalov. The line follows a level route except for the first "division" from Tashkent to Aris, a distance of 166 kms. This section has the heaviest traffic. Two railway lines run from Aris, one to Novosibirsk and the other to Chkalov. As a result, there tends to be a "bottleneck" in this area. Some of the grades are 8/1000. One grade is 11/1000. The natural water supply is inadequate and a water pipeline had to be constructed from Keles station, 17 kms northwest of Tashkent, for 120 kms along the tracks. The pipeline was built in Czarist times and was designed for only 10 or 12 trains each way, not the 30 which later travelled the route. Therefore, for freight trains, locomotives with condensers had to be used. The terrain was broken and as a result it was difficult to locate extra stations for the purpose of being able to handle more trains at shorter intervals. There were two special "sections" (peregoni), one of only 13 kms and the other of only 14 kms. The trains moved slower on these "sections". The railway from Tashkent to Chkalov was single-track and broad-gauge. In the 1930's its capacity was increased to 30 or 32 trains running each way each 24 hours. Of the 30 or 32 trains per day, all were freight trains except for two work trains each way per day and three or four pairs of passenger trains each 24 hours. There were no special military trains normally. If they were used, they replaced the freight trains.

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2. There were three types of freight locomotives. The most powerful was the SO (Sergo Ordzhonikidze), with or without condenser. These powerful locomotives were used in difficult terrain. Up to 1941, at least, two old types of freight locomotives were also used. They were the "Є" (echo) and the "Ш" (shuka). The "Є" was the more powerful and there were more of them. The only passenger locomotives used were the "SU". A freight train was about 800 or 900 metric tons net on this railway. Usually it was considered that a freight train would be equal to 120 axles. The usual freight car of that day had two axles and was 16 tons. Of course, the length of the freight train depended upon the length of the sidings available. In the USSR in 1941, considering railway freight cars by tonnage, about 50% were 48 ton cars and about 50% were 16 ton cars. Therefore, in number of cars, there were far more of the smaller freight cars. There were two types of freight trains: "marche-route" (through trains); and "mestnii" (local trains). The tonnage of the freight trains on this railway line did not vary with direction of movement. There were no double-headers or pushers.

3. The Tashkent-Ursatyevskaya line ran for 160 kms southwest from Tashkent. It had the same significance as the Tashkent-Aris stretch of line, as it was also a continuation of the "bottleneck". At Ursatyevskaya the railway also divides--one line runs east to Fergana and the other runs west to Krasnovodsk. It is a level route. It is all broad-gauge and single-track except that it is double-track for the 36 kms southwest from Tashkent to Kaufmanskaya station. Thirty pairs of trains run on this railway per 24 hours--twenty-four pairs are freight trains, three pairs are work trains, and three pairs are passenger trains. Only the "Є" freight locomotives are used here and, of course, the "SU" passenger locomotives.

4. The Ursatyevskaya-Fergana railway line--the main part of this line is its southern portion from Ursatyevskaya to Andizhan. The whole railway makes a circle around the Fergana Valley. The trains on both the northern and southern sections of the line may run in either direction.

   (a) The Ursatyevskaya-Andizhan section of the line had from 14 to 16 pairs of trains. Twelve or 14 were freight trains and the remaining two pairs were passenger trains. Both "Є" and "Ш" freight locomotives were used, and, of course, the "SU" passenger locomotive. Each freight train was about 700 or 800 metric tons net on this line, which meant that there were about 45 or 50 cars per train. The average speed on the line was very slow--about 30 kms per hour.

   (b) The Kokand-Andizhan section of the line was little used. This was the northern section. There were only about two or three pairs of trains per day, but the line could handle seven pairs. All were freight trains except for one which had two or three passenger cars attached to it. Old "Ш" freight locomotives were used, and even sometimes an older type of freight locomotive was utilized--the "Ф" (ChP). I would guess that the net tonnage of each train was 400 or 500 metric tons. I heard or read that on this northern section the bridge near the Pap station across the Syr Darya River was washed out in 1944 or 1945. It was not repaired as late as 1946. Therefore, trains on the northern section of the line ran only from Andizhan to the bridge.

5. The Ursatyevskaya-Ashkhabad railway line had about 14 or 16 pairs of trains travelling on it every 24 hours. Of this number, about one and one-half or two pairs of trains were passenger, ie, there was one train each day, but the other ran only every three days. All the other trains were freight. They were about 700 or 800 net tons and about 90 or 100 axles. The freight locomotives used were the "Ш" and passenger were the "SU".

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6. The Kagan-Kerki-Termez-Stalinabad railway line could handle only about eight or nine pairs of trains per day. Actually, only about four or five pairs travelled the road per day, if cotton was not being transported. The average speed was less than 30 kms per hour and heavy locomotives were not used as it was a weak line. The freight locomotives used were of the "Є" and "Ш" types. There was one passenger train which travelled three times a week, round trip, using an "SU" locomotive. The freight trains were about 400 or 500 net tons each. The stretch from Kerki to Stalinabad did not have a sufficient number of water pumps and therefore could not handle a larger number of trains. On the Kagan-Stalinabad railway line, between Kagan and Kerki, there was a station called Karshi. From this station a line ran to Kitab. This line was used by two or three pairs of freight trains per 24 hours, although it could handle six or seven pairs; "Ш" locomotives were used and perhaps the "Є" locomotives. Each train was about 400 or 500 tons net.

7. The Merv (Mary)-Kushka railway line could accommodate seven pairs of trains. Usually, however, only two pairs of trains ran per day. They were freight trains, but twice a week a freight train would include about five passenger cars; "Ш" locomotives were used. Each train was about 400 or 500 tons net and the maximum speed was about 30 kms per hour because of the weakness of the line. In addition, once or twice a day a "motorniya drezina" travelled along the line. This was a small passenger railway car with its own motor which carried about 15-20 passengers.

8. The Ashkhabad-Kizyl-Arvat-Krasnovodsk railway line had 16 pairs of trains per day. All were freight trains except one passenger pair and one work pair. The work train was used to deliver water. The passenger train was hauled by an "SU" locomotive. From 1929 until 1936, when the "SO" locomotive was introduced, about 50% of the locomotives on this line were diesel-electric, used to haul through freight trains. The other freight locomotives were the "Є" type. After 1936 the railway began to change its diesels to "SO" locomotives. [redacted] the Soviet press in about 1952, that the diesels were back again. Each freight train was about 700 or 800 net tons.

9. The Aris-Alma-Ata-Novosibirsk railway line was over 2000 kms in length. This was the TurkSib (Turkestano-Sibirskaya Zheleznaya Doroga). Completed in 1930, it was single-track and broad gauge. Actually, half of it had been built in Czarist times. Quite a few hundred kilometers of line from each terminal of the railway had been built then; to be specific, the 300 kms from Aris to Lugavaya station, and the 400 kms from the other end, that is, from Semipalatinsk and to Ayaguz. Yet, of course, the Soviets put out propaganda that only the Communist regime could have built this road. From 14 to 16 pairs of trains each 24 hours travelled this route and this was the full capacity. Two pairs were passenger and all the others freight. Many of the freight trains were through trains because the railway transported lumber and grain from Siberia and petroleum to Siberia; "Є" freight locomotives were utilized and some "Ш" locomotives. Some four or five "sections" (peregoni) required pushers on either side of Chokpar station, which was the highest point; "Ш" locomotives were used as pushers. Passenger trains used "SU" locomotives and required no pushers. Each freight train was about 800 or 900 net tons. The average speed was about 35 kms per hour. The speed of passenger trains was kept down to that of through freight trains. 25X1

10. On the Trans-Siberian railway during the period 1933-34 a line from Petropavlovsk was built south to Balkhash station, on Lake Balkhash. This single-track, broad-gauge line went through Karaganda and Uspenskoye station. A railroad had existed from Czarist times from Petropavlovsk to Akmolinsk. Also there had been a narrow-gauge, single-track line from Dzhezkazgan to Baikonur, where there were copper mines and some coal deposits. During the period 1936-37 a real railway, ie, a single-track, broad-gauge line, was built from Uspenskoye station to Baikonur. In regard to the Petropavlovsk-Balkhash line, it was built properly and well only south to Karaganda, and it was this stretch that was the more important. On this stretch from 14 to 16 pairs of trains ran every day. From Karaganda south to Balkhash, only

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from six to eight pairs traversed the route. One passenger train per day ran only as far south as to Karaganda. The stretch from Uspenskoye station to Baikonur had a capacity of three or four pairs of trains. In practice, only one or two pairs ran daily.

11. The Chapayevsk (Guryev)-Kandagach-Orsk railway was constructed in 1938. It was built when an oil pipeline was being constructed to carry Baku oil from Guryev to Orsk. Initially, it had been intended only to help in building the oil pipeline, but the railway line became a permanent fixture because Orsk developed into an industrial area. Two or three pairs of trains per day ran on this line, although the capacity was four or five pairs.

12. The important Akmolinsk-Kartaly railway line was constructed during the period spring 1939-early 1940 and was about 700 kms in length. It is an important line, as: (a) it makes it possible to get wheat out of this rich farming area; (b) transports Karaganda coal to Magnitogorsk (the Kartaly-Magnitogorsk railway had been built earlier); and (c) it formed the first section of the new second Trans-Siberian railway. The Akmolinsk-Kartaly railway is now double-tracked as well as, of course, being broad-gauge.

13. In regard to loading and unloading time of freight cars, there was a shortage of freight cars, and therefore they were not allowed to stay inactive long. The railway station employees did not know in advance for whom the goods on an arriving train were intended. They would move the train at once to the consumer who would have to unload perhaps 30 or less cars (for example, bringing lumber) in not over two hours. Otherwise, fines were imposed. Workers had to be kept available therefore for unloading. Of course, the workers also had other jobs when trains were not there, but this procedure still made things more expensive. Four hours were alloved to load a similar train. In regard to freight received or sent to distant points, through freight trains travelled rather fast, but tended to take about twice as long as passenger trains. This delay occurred because the through freight trains had to make occasional stops to change the composition of the train, and would also encounter possible changes in priority when entering a new railway system.

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